



# COMMONWEALTH of VIRGINIA

## Office of the Lieutenant Governor

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February 13, 2007

The Honorable Timothy M. Kaine  
Governor  
Commonwealth of Virginia  
Patrick Henry Building, 3rd Floor  
1111 East Broad Street  
Richmond, Virginia 23219

Dear Governor Kaine:

As you know, one of the major transportation projects currently being considered by the Commonwealth of Virginia and the Federal Transportation Administration is the construction of a connector rail system that will pass through Tyson's Corner on its way to Dulles International Airport. This project is of tremendous importance to the future quality of life and economic viability of Tyson's Corner.

As you also know, there is considerable debate among business and civic leaders in Northern Virginia as to the manner in which this project should be completed, i.e., via an above ground rail system or a tunnel. Given the impact that this project will have on the Tyson's Corner area, both now and in the future, it is critical for us to make the correct decision on how to proceed with this project.

While the Commonwealth has previously endorsed plans to complete this project by constructing an above ground rail system, I am concerned that this decision may not be the best one for the Tyson's Corner area. As I understand it, this decision was primarily based on concerns that the tunnel option may be cost prohibitive and that any delays in this project could jeopardize the availability of federal funds.

However, based on the most recent information I have seen it appears as though the initial cost comparisons between the above-ground rail system and the tunnel option may have been inaccurate. While the tunnel may still be more expensive, the differences may not be as great as originally estimated.



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In addition, there are other advantages to a tunnel.

During the period of construction the tunnel option would allow economic growth in the area to continue, and it will have less of an impact on traffic congestion in the area.

And on a long term basis the tunnel option would allow the redevelopment of the area into a walkable commercial community. It would therefore be more family friendly and have less of an environmental impact.

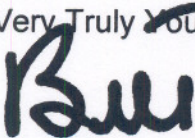
Finally, it is my understanding that the Federal Transportation Administration has recently stated that the Commonwealth has until mid-year 2008 to submit our final plans for this project, and that a change in our recommended approach will not jeopardize the availability of federal funding for the project if it proves to be economically viable.

For all of these reasons, I am writing to encourage you to reconsider the Commonwealth's prior endorsement of the above ground rail system and evaluate anew the costs and benefits of the tunnel option.

As noted above, this is a project of great importance to the Northern Virginia region, and we must make certain that we make the right decision on how to proceed with this project.

Thank you for your consideration of my views on this important issue.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Bolling", written over a vertical line that extends down the page.

**WILLIAM T. BOLLING**  
Lieutenant Governor  
Commonwealth of Virginia

WTB/